In regard to the construction of a bridge across the Pampa river at Kozhancherry, I am in complete agreement with you and the Chief Engineer that a bridge there is eminently desirable. The Chief Engineer has recently sent up an estimate for having the possibilities of a bridge there investigated, *i. e.* borings and so on. It is bound to be a very expensive bridge, and when it can be carried out I do not know. Anyhow, we will have the possibilities investigated very shortly.

Then, in regard to the improvement of Kuriyannur-Nedumprayar road to Mulaveli landing, M. A. road to Parapuzha landing, Maramon-Tottapuzhacherri road to Arattupuzha landing, these are ryots' roads, now under departmental maintenance. The construction of culverts and the making of improvements are proceeding in the order of urgency. The improvements are being done from the maintenance grants year by year as opportunity offers and funds are available.

52. Extension of the railway from Trivandrum to Nagercoil.

MR. D. FRANCIS (*Member, Nominated*) said that the proposal to connect Trivandrum and Nagercoil by a railway line was not a new one. A survey was held for the purpose even forty-five years ago. Motor traffic had developed since, but motor vehicles could not take the place of railways. The proposed railway line from Trivandrum to Nagercoil would pass through several busy centres such as Neyyattinkara, Kuzhitura, Colachel etc. and would lead to the opening up of those areas. Even at the present time it was calculated that about three thousand passengers and five hundred tons of goods were daily passing between Nagercoil and Trivandrum. This would be enhanced four-fold if the railway was opened. South Travancore was also the seat of several industries such as tile-manufacture, weaving, fishing, monazite mining, etc. It would be giving an impetus to these industries if the railway line was opened.

DEWAN'S REPLY: Mr. Francis, as you say the Nagercoil-Trivandrum railway has been surveyed and the question of construction is standing over because at present we are concentrating our attention on the Chakkai-Tampanur extension and remember that the Chakkai-Tampanur extension is really the first step of the railway from Chakkai towards the south. For the present at any rate let this matter of the Trivandrum-Nagercoil railway stand aside till the first extension from Chakkai to Tampanur is completed.

53. Means of communication in the Parur taluk.

MR. AIYAPPAN RAMAN (*Member, Nominated*) in describing the paucity of proper means of communication in the Parur taluk suggested the following remedies calculated to provide immediate relief :—

(*a*) The road from Parur to Muthakunnam should be widened and raised and the necessary culverts and bridges should be constructed;

(*b*) a bridge should be constructed at the Kuryapilli ferry ;

(*c*) the bridge at Mulekadavu should be repaired ; and

(*d*) a road should be constructed from Muttakunnam to Munampam.

DEWAN'S REPLY: Mr. Aiyappan Raman, you heard what I had to say on the subject of roads in Parur to another member who spoke this morning.

As regards the repairing of the road from Parur to Muttakunnam, it is maintained by the P. W. D. at present with a maintenance grant of Rs. 20 a mile. Now the question of the Vadakkekara bridge has been taken up and when that bridge is completed you will have through communication and the need for converting this into a cart road will become a necessity. The question of a bridge at Kuriyapalli is now under consideration.

54. Needs of the Quilon town.

MR. M. K. ABDUL RAHIMAN KUTTY (*Member, Nominated*) said that most of the subjects which he wished to deal with had already been taken up by the other members representing the needs of the Quilon town. He therefore made only one request *viz.*, in regard to the reopening of the old Quilon-Trivandrum road along

LIBRARY ARCHIVES Kerala Legislative Assembly